

DRAFT - June, 2002

The graphic consists of two thin, light-blue circles that overlap. A solid dark-grey horizontal band cuts across the middle of the circles. The text 'The Blue Ring: connecting places' is centered within the dark band, and 'THE NEXT DECADE' is centered below it.

# The Blue Ring:

connecting places

THE NEXT DECADE

Seattle's Open Space Strategy  
for the Center City

City of Seattle  
Gregory J. Nickels, Mayor

CityDesign Office



# Contents

1) Introduction	5
2) Goals and Objectives	9
3) Project Guide	13
4) Implementation Mechanisms	21
5) Next Steps	27
Appendix A: Background Analysis	29
Appendix B: Project Matrices	33
Appendix C: Additional Work on Westlake Avenue Concept Design	37
Appendix D: Background for City policies related to Blue Ring streets	41
Appendix E: Background for Development Incentives and Regulatory Changes	43
Acknowledgements	46





# 1. Introduction

Over the last 100 years, the long-range plan adopted by the City of Seattle in 1903 has guided the development of a treasured network of parks and parkways outside of the Center City. During that time, and thanks to the foresight of many civic leaders and community members, a number of significant public open spaces were also created nearer the core, including Freeway Park, Waterfront Park, Myrtle Edwards Park and Denny Park. New projects such as the Civic Center plazas and South Lake Union Park will add more open-space acreage.

Without well-defined public open space, the Center City will become just another big city with little place for social gathering, recreation or enjoyment of an urban, or especially a Northwest, lifestyle. As growth continues in the Center City, we must be more strategic in providing the open-space amenities needed to make our neighborhoods livable.



Unlike elements in the Olmsted Brothers' Green Ring, however, open spaces in the Center City mostly remain scattered and disconnected. The Blue Ring strategy will help build a new open space legacy by establishing concepts and implementation strategies for connecting the Center City's assets and amenities. Then the waterfront and urban parks, and some new open spaces, can form a legible and cohesive "Blue Ring" system much like Olmsted's Green Ring in the outer neighborhoods.

*The Blue Ring: Connecting Places* is based on years of work by Seattle citizens and government to create a more livable public realm in the center of the city. Its implementation will depend on businesses, developers, residents, planners, and government agencies working together over the next century on projects of various scales—some under way now, others proposed and others yet to be imagined.

*The Blue Ring: Connecting Places* strategy is an umbrella for open space plans and policies in the Center City; a living document that will be periodically evaluated and updated, as well as expanded as funding is made available. More than a line on the map, the Blue Ring is a comprehensive urban design framework for all downtown and adjacent neighborhoods. It will provide specific design directions to heal gaps and create opportunities for improving the Center City's physical design fabric.

While 100-year Vision will establish a new legacy for Seattle's Center City over the long term, it is important to begin implementing the Blue Ring system within the near term. *The Next Decade: 10-year Implementation Strategy* will enable the 100-year Vision to be realized by recommending regulatory changes, incentives, partnerships and designs needed to create a lively, sustainable and connected public realm that the Center City community may act on now. The project guide and implementation mechanisms described in this document are intended to guide policy makers, developers and the community in making policy and investment decisions for enhancing the Center City open space system.

Important first steps for implementing the Blue Ring Strategy will include:

- Coordination of key projects planned or underway
- Proposals for changes to City policy related to how we manage and regulate right of way spaces in the Center City
- Proposal of legislation to amend regulations in the land use code to give developers flexibility in providing open space and street improvements and to generally promote the types of open space amenities that will have the greatest public benefit
- Development of guidelines for private open space
- Locating funding for Blue Ring projects





## 2. Goals and Objectives

### CONNECTIONS

#### Goals:

Provide a premier walking experience throughout the Center City of Seattle.

Connect pedestrians to the water's edge.

Create a connections system that reflects the civic identity of Seattle.

#### Objectives:

Connect civic and cultural amenities, particularly the Seattle Center, Pike Place Market, Waterfront, the stadiums, Convention Center, Civic Center, Retail Core and Broadway.

Provide pedestrian connections between transportation facilities: trolley, bus tunnel stations, monorail, water taxi, seaplanes, cruise ships, bike routes and public parking structures.

Incorporate existing, proposed and future urban trails such as the Lake to Bay Trail, Westlake Trail, Waterfront Trail, The Burke-Gilman Trail and the Mountain to Sound Greenway.

"Repair the tears" – improve pedestrian connections across physical separations such as I-5, Aurora/Viaduct, Broad Street cut, Denny, Mercer, Elliott and the train tracks.

Establish a hierarchy of street characteristics to improve wayfinding.

Design connections that will increase awareness of the natural and the built environment: views to water, mountains or landmarks; a sense of context down long axial views where the street grid shifts at "the folds;" and/or connections along watershed ridges and valleys.



## GATHERING PLACES

### Goals:

Enhance the pedestrian public realm, including streets, parks and plazas.

Provide open spaces that demonstrate an obvious and inviting purpose.

Create open spaces that are accessible to all levels of physical abilities.

### Objectives:

Design public rights-of-way that provide social, park-like environments – a community gathering place; a place to hike, bike, jog and relax; a connection with nature; a civic landmark; and a source of community pride and identity.

Create “convertible” streets that provide opportunities to change function for special events or during different times of day, week or year.

Use visual and physical connections between the street and the open space to stimulate positive social interaction.

Select open space locations for security and safety by locating in areas that are activated or have “eyes on and in” the space day and night.

Create dynamic and innovative open spaces while complying with provisions and guidelines established by the Americans with Disabilities Act.

Evaluate existing public realm and future improvements for their potential open space and recreation value at different times of day, week and season.

Create guidelines for private open space intended for public use that feels and performs like a public space.

## SUSTAINABILITY

### Goals:

Provide open spaces that demonstrate civic pride and will last for 100 years of uses.

Design the Center City open space system to function as an urban ecosystem.

Create an urban flow of people and water that responds to the Center City’s two watersheds.

Offer an aesthetic experience of rain.

### Objectives:

Develop sustainable streetscape design.

Incorporate considerations of climate, including access to light and air, into open space design.

Build open spaces with quality materials including recycled products.

Design open spaces that demonstrate the most recent sustainable technologies for water recycling, landscaping, energy.

Use the watershed as a physical and conceptual framework within which to create places for people, reveal infrastructure and reclaim habitat.

Reveal water’s myriad forms (liquid, solid and vapor) and functions (cleanser, power, habitat, plant irrigation and aesthetics).

Develop a new street typology that will help unify the Center City as an urban watershed.

## INVESTMENT

### Goals:

Maximize public and private investment in open space and streetscape for the Center City.

### Objectives:

Establish a hierarchy of street characteristics to assist in funding priorities and provide certainty to private investments by clearly communicating design intent.

Develop a range of streets to provide diverse types of open space for the public and to leverage private and public investments for greater benefit.

Develop stewardship plans and/or long term funding commitments as an integral part of open space proposals.

Capture opportunities for implementing open space improvements in conjunction with redevelopment.

## PUBLIC ART

### Goals:

Create an art system that contributes to the vitality of the Center City's interconnected flow of people, commerce, art, technology and nature.

### Objectives:

Conceive of the Center City as a series of public art districts with distinct but overlapping characteristics.

Provide for a variety of artworks and public art experiences.

Use art to heighten people's experience of moving through corridors and destinations in the Center City.

Coordinate with businesses, cultural institutions, developers, the Convention & Visitors Bureau and City departments to better activate publicly accessible space with art.

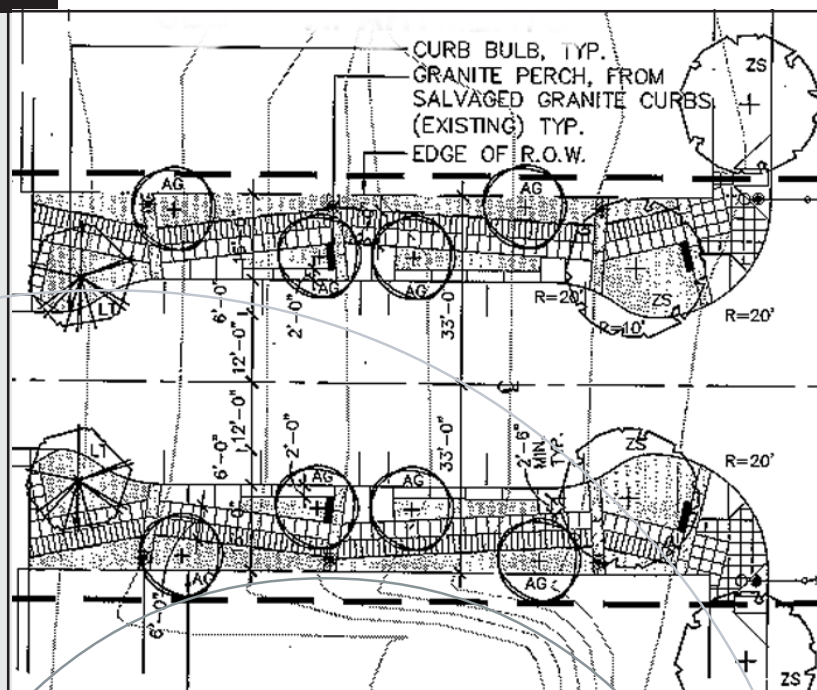
Identify the obstacles to street vitality and address art solutions at the policy level.





### 3. Project Guide

*The Blue Ring: Connecting Places* is an umbrella for coordinating a variety of CIP projects that various City departments and other government agencies are planning and building. A number of projects proposed by Center City neighborhoods are also included. The Project Guide describes those projects that are integral to implementing the Blue Ring Strategy. The Blue Ring, City Corridors, Center City Connectors and Green Streets will take shape over time as individual open space and street improvement projects are designed and implemented by the City of Seattle and/or other governmental agencies. Some of the projects indicated in the following maps are already funded and in the planning or design stage. In addition, a number of Found Places and Neighborhood open space projects will enhance the Blue Ring open space system.



The Project Guide consists of three parts:

- Brief descriptions and maps of City Corridors, Center City Connectors and Green Streets showing planned and future projects.
- Lists of Found Places and Neighborhood Open Space Projects that will augment the Blue Ring System and improve overall pedestrian movement in the Center City.
- Appendix A with matrices showing detailed project information for planned and proposed City Corridor, Center City Connector and Green Street projects.

## BLUE RING

The Blue Ring consists of public open spaces and civic destinations—places—of regional significance linked by selected public rights-of-way. These places are diverse in form and purpose; some already exist, while others are in the planning stages. The connecting public rights-of-way will be improved to serve as both amenable environments for pedestrians and functional streets for vehicles. Large portions of the Blue Ring will help bridge the physical gaps between neighborhoods created by I-5 and the Alaskan Way Viaduct. Shoreline improvements to two parts of the Blue Ring, the Waterfront and South Lake Union Park, will provide people with direct access to water.

The Blue Ring may be defined in a number of different ways. It may include a series of features that celebrate water in playful and artful ways. It may include a wayfinding system to provide joggers and cyclists a recreational path encircling Center City. Or it may include special lighting and wide promenades to encourage strolling, vendors and gardens along its path.

### Projects for the Next Decade

- Waterfront “Front Porch” Plan
- Lake to Bay Trail
- South Lake Union Park
- First Hill Connector
- Jackson Street Urban Design Plan
- Olympic Sculpture Park
- Yesler Community Center and Plaza



**Blue Ring Map**

For detailed information see the Blue Ring project matrix in Appendix B.

## CITY CORRIDORS

Selected streets of regional significance, City Corridors are existing surface streets well known and used by residents, workers and visitors. Major open spaces and civic amenities are located along or near City Corridors. With phased improvements and connections to streets beyond the Center City, they will eventually span the city, joining Elliott Bay to the lakes, the inner urban Blue Ring to the pastoral Olmsted Green Ring, and the Center City with the surrounding urban residential neighborhoods. City Corridors are typically primary arterials with two to four lanes of traffic and parallel parking on one or both sides; most are two-way. Sidewalk widths vary. Adjacent land use is predominantly mixed-use commercial.

### Projects for the Next Decade

- Waterfront “Front Portch” Plan
- Westlake Avenue
- Midtown Circle
- Jackson Street Urban Design Plan



**City Corridors Map**

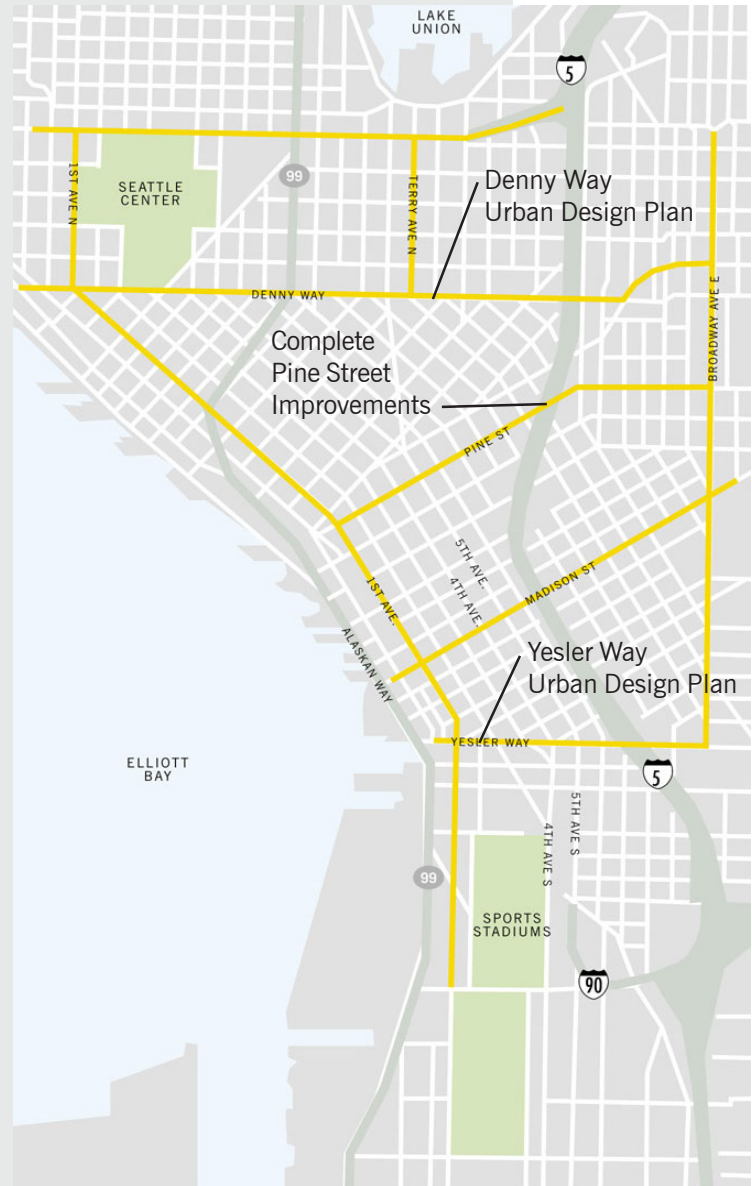
For detailed information see the Citywide Corridors project matrix in Appendix B.

## CENTER CITY CONNECTORS

Center City Connectors have the visual and physical potential to become “main streets” connecting Center City neighborhoods to each other. They may also become “outdoor living rooms” with a variety of sidewalk activities—cafés, storefront retail, vendors and performers. With improvements and programming, these streets may also become gathering spaces for parades, street fairs and other seasonal or periodic events. Center City Connectors are typically primary or minor arterials, with two lanes of traffic and parallel parking on one or both sides. Most are two-way or part of a one-way couplet. Sidewalk widths vary.

### Projects for the Next Decade

- Complete Pine Street Improvements
- Denny Way Urban Design Plan
- Yesler Way Urban Design Plan



**Center City Connectors Map**

For detailed information see the Center City Connectors project matrix in Appendix B.

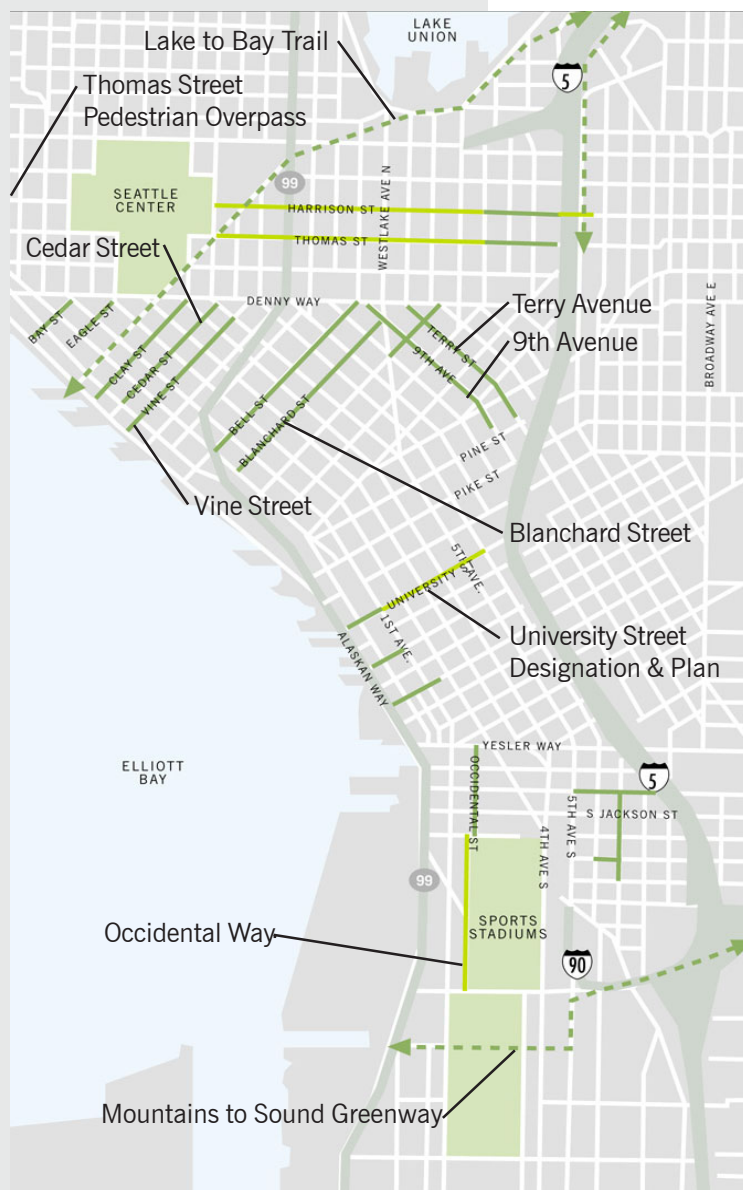


## GREEN STREETS + URBAN TRAILS

Green Streets are designated rights-of-way in the Center City where the street will provide open space and enhanced pedestrian circulation. Within a neighborhood they can help expand public open space and improve pedestrian and bicycle circulation. Traffic circulation and parking are secondary functions, and in some cases absent on Green Streets. These streets have the potential for flexible recreational uses at certain times of the day or season, which would be facilitated by design of curb-less right of ways or the creation of “home zones” in the surrounding neighborhood.

### Projects for the Next Decade

- Improvements for portions of:
  - Vine Street
  - Cedar Street
  - Terry Avenue
  - 9th Avenue
  - Blanchard Street
  - Occidental Way
- Thomas Street Pedestrian Overpass
- University Street Designation & Plan
- Mountains to Sound Greenway
- Lake to Bay Trail



**Green Streets + Urban Trails Map**

For detailed information see the Green Streets project matrix in Appendix B.

## “FOUND SPACES”

In evaluating the Center City public realm, a number of small, underutilized spaces were identified and documented by Mithun and CityDesign. These include both public and private sites that, with some improvement, could provide connections and amenities within the overall Blue Ring and streetscape hierarchy. Many of the “lost spaces” are in the public right-of-way where streets come together at odd angles. Some are located under I-5 such as the area between Columbia Street and James Street. Other leftover spaces are in private ownership including shaded and underutilized spaces on built

### Possible Projects

Existing plazas;

- QWest sunken plaza
- Plazas along 6th Avenue
- Tillicum Place

Intersections:

- 2nd and Pine
- Boren/Fairview/Virginia
- 5th and Columbia

Triangular lots where grid shifts along Denny Way:

- Denny Way and Aurora
- Denny Way and Westlake
- 1st and Denny Way
- 2nd and Denny Way

Bike path along east side of I-5 corridor

Crossings over and under I-5:

- Pine/Pike and Boren (lids over I-5)
- Olive Way
- Cherry between 6th and 7th (under I-5)
- Madison between 6th and 7th (over I-5)
- Yesler Way bridge

Plazas at intersections along Jackson Street, 2nd Avenue Extension near King St Station

## NEIGHBORHOOD AND OTHER OPEN SPACE PROPOSALS

A number of open spaces were recommended in Neighborhood Plans. Many of these will complement the Blue Ring open space system described in the 100 Year Vision. There are also City capital improvement projects and open space improvements by private development interests that will help improve the overall Blue Ring open space system if coordinated.

### **Projects Underway, Funded and Planned**

#### **Underway**

- Civic Center Plazas
- Seahawks Stadium Plaza
- Federal Courthouse Plaza
- Central Library Plaza

#### **Funded/partially funded**

- Boren/Four Columns Park improvements
- Occidental Park Improvements
- Uptown Park
- Thomas Street pedestrian overpass

#### **Planned**

- First Ave/Occidental (Safeco Field) Plazas
- Washington Street Boat Landing
- Alaskan Way/waterfront Improvements via •Viaduct/Seawall project
- City Hall Park Improvements
- Belltown Park (First and Battery)
- Regrade Park Improvements
- Possible Eastlake Park (under I-5)

#### **Proposed private projects with accessible open spaces**

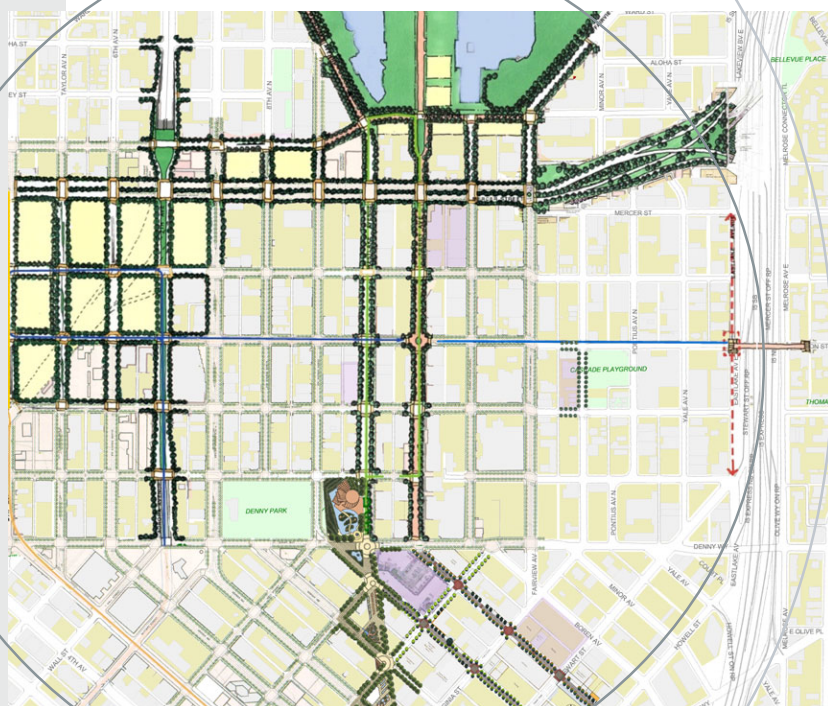
- Stewart Place – Touchstone Development
- Fifth and Bell — Clise Development
- Fifth and Yesler – Selig Development
- Terry Avenue Tech Court – Schnitzer/Vulcan



## 4. Implementation Mechanisms

Achieving the complex open space system of the Blue Ring will require a strategic combination of implementation mechanisms described in this section. The implementation mechanisms for the first ten years of the Blue Ring strategy include policy amendments, project facilitation and coordination, guidelines for private open space development and developer incentives. Important first steps for implementing the Blue Ring Strategy will include:

- Coordination of key projects planned or underway
- Proposal of changes to City policy related to how we manage and regulate right of way spaces in the Center City
- Amendments to the land use code to increase flexibility in providing open space and street improvements and to generally promote the types of open space amenities that will have the greatest public benefit.
- Development of guidelines for private open space
- Locating funding for Blue Ring projects





## A) AMEND CITY POLICY TO ENABLE CREATION OF BLUE RING STREETS

Perhaps the most important next step is to examine the various policies and regulations currently in place to ensure their consistency and coordination with the open space strategy as it relates to the special treatment of specific streets. The following are suggestions for changes related to managing and regulating the street environment. A number of recommendations can be implemented at marginal cost through different approaches to regulating the use of street and sidewalk space — such as changing how signs, outdoor café seating, or sidewalk vendors are treated — as well as changes to development standards affecting how new development relates to the street. For background on city policies related to Blue Ring streets see Appendix D.

### Actions related to public right-of-way

#### Street Improvement Manual

- Assure consistency and coordination of street design requirements and hierarchy.
- Include a section based on Blue Ring Strategy recommendations.

#### Alternative Design Approaches

- Ecological elements for water harvesting and recycling.

#### Messy Streets vs. Grand Streets

- Relax regulations and permit requirements for sidewalk use by cart vendors, cafes and retail.
- Create café/vendor districts with blanket approval for cart vendors, café and retail use of sidewalks.
- Ease restrictions on signage and temporary furnishings by retail establishments fronting sidewalks.

#### Street Classifications

- Review existing street classifications to ensure consistency with The Blue Ring goals and objectives for specific streets.

#### Open space and streetscape management

- Establish management entity or non-profit for maintenance, programming, security/ensuring civility of streets and open spaces.

### Actions related to development abutting public right-of-way

#### Street level development standards

- Review provisions affecting new development's relationship to the street environment to ensure consistency with open space strategy.
- Consider specific provisions to reinforce desired conditions for streets intended for specific role in open space strategy.

#### Street level uses

- Review street level use provisions to ensure consistency with intended function and character of street environment.
- Limit ground floor retail requirement to streets with most potential to remain viable as retail districts.
- Encourage ground-floor residential (townhouses) on streets that are less viable for retail or commercial. (e.g., 3<sup>rd</sup> Avenue in Belltown). Portland, OR and Vancouver, BC are good models.

## B) AMEND DEVELOPMENT INCENTIVES AND LAND USE REGULATIONS

### Development Incentives and Regulatory Changes

Pursue a number of different approaches to regulations in the land use code to give developers flexibility in providing open space and street improvements and to generally promote the types of open space amenities that will have the greatest public benefit. Providing added flexibility could help implement some of the Blue Ring strategy recommendations incrementally through contributions for individual development projects. For background on current land use regulations see Appendix E.

- Require additional use of open space bonuses or TDR as a way of gaining the height and commercial density increases currently under review in the DOC 1, DOC 2 and DMC zones Downtown.
- Revise requirements for common recreation area in the DMR zone to allow option of contributing to public open space at off-site locations.
- Require residential development in Downtown zones to address increased demand for public open space by either providing public space on- or off-site or contributing to a fund established to develop public open space.
- Establish base and maximum density limits for residential use in downtown zones, with increases above the base density achieved, at least in part, through contributions to public open space.
- Establish a requirement or payment option for commercial development adding floor area above base FAR limits that would be used to fund public open space improvements.
- Amend commercial zoning on First Hill to allow increases to commercial density limits from 5 FAR to 7 FAR if projects either provide public open space or street improvements on- or off-site or contribute to an open space fund to be used for open space and street improvements.
- Revise open space requirement for residential use in commercial zones (usable open space required in an amount equal to 20% of gross floor area in residential use) to allow some or all of this space to be provided off-site as public space or payment in-lieu for public improvements.
- Require ground floor setbacks in some districts to provide additional sidewalk/landscaping/pedestrian area.

## C) DESIGN, IMPROVE AND MANAGE “FOUND SPACES”

### Strategies

- Establish long-term management of key open spaces and streets, including programming, security and maintenance.
- Use temporary and moveable artwork, furniture, kiosks and other space makers to activate spaces. (e.g., Pigs, Philippe Starck bubble chair) (Coordinate with SAC?)
- Improve spaces that are not useable and active due to shading, accessibility constraints, etc., but may provide visual relief and view amenity.
- Improve and program spaces for night-time uses.
- Retrofit public plazas to make them more useable and active. Take advantage of LU code provisions for improving existing private plazas that were offered as public benefit features. Monitor and reevaluate vitality of plazas at regular intervals.
- Establish coordinator within City to ensure that fine grain details are designed and implemented at the pedestrian level of public and private projects.



### Found Spaces Design Elements

- Giant game boards (chess, checkers)
- Outdoor score-board/ticker-tape in large public space
- Climbing wall on side of building
- Neon signs
- Moveable benches and chairs
- Scramble traffic signals
- Lighting
- Water features
- Canopies or other weather protection for outdoor seating and eating
- Temporary public art





## D) FACILITE AND COORDINATE BLUE RING PROJECTS

Designate City staff to coordinate project-related activities of various City departments in making Blue Ring projects happen. It's important to have this type of City facilitator. Pursue ways to fund these types of positions.

- Staff facilitation of projects
- CIP project coordination and peer review

## E) PROVIDE BETTER GUIDELINES FOR OPEN SPACE ON PRIVATE PROPERTY

Provide developers with clear expectations for open spaces that are proposed as part of development projects. Show how these spaces can become key features in the Blue Ring open space system for the Center City.

## F) LOCATE AND SECURE FUNDING FOR THE BLUE RING

There are key projects that are proposed for funding through Pro Parks and other initiatives under way. Look at the City's Capital Budget to locate opportunities to combine departmental funds under a project umbrella.

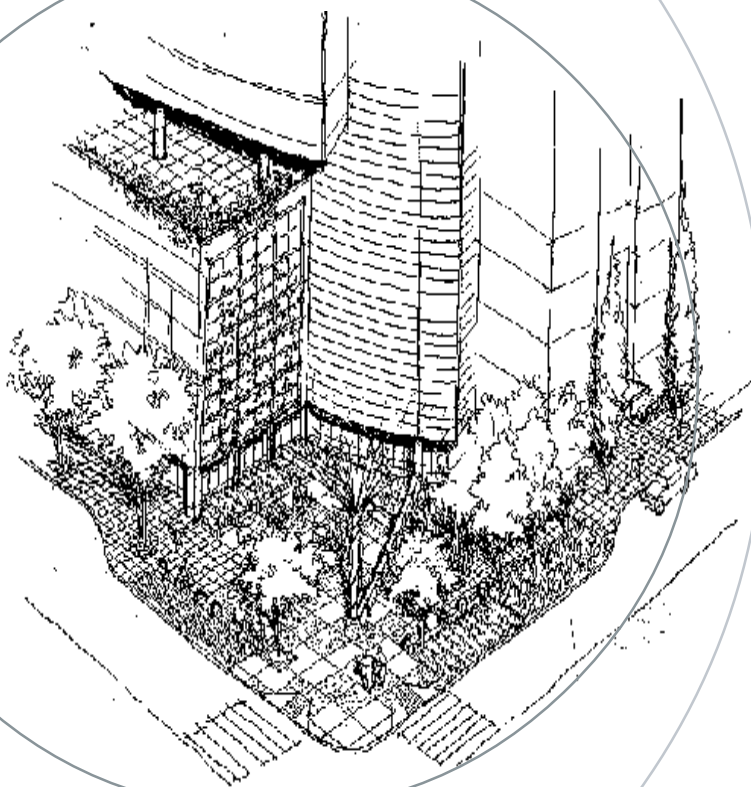
- Earmarking of alley vacation funds for Blue Ring open space development.
- **Local Improvement District** – LIDs. For public improvements – parks, street improvements
- **Business Improvement Areas** – BIAs. For public improvements – parks, street improvements or for management/maintenance
- City Capital Improvement Program



## 5. Next Steps

Beginning June, 2002:

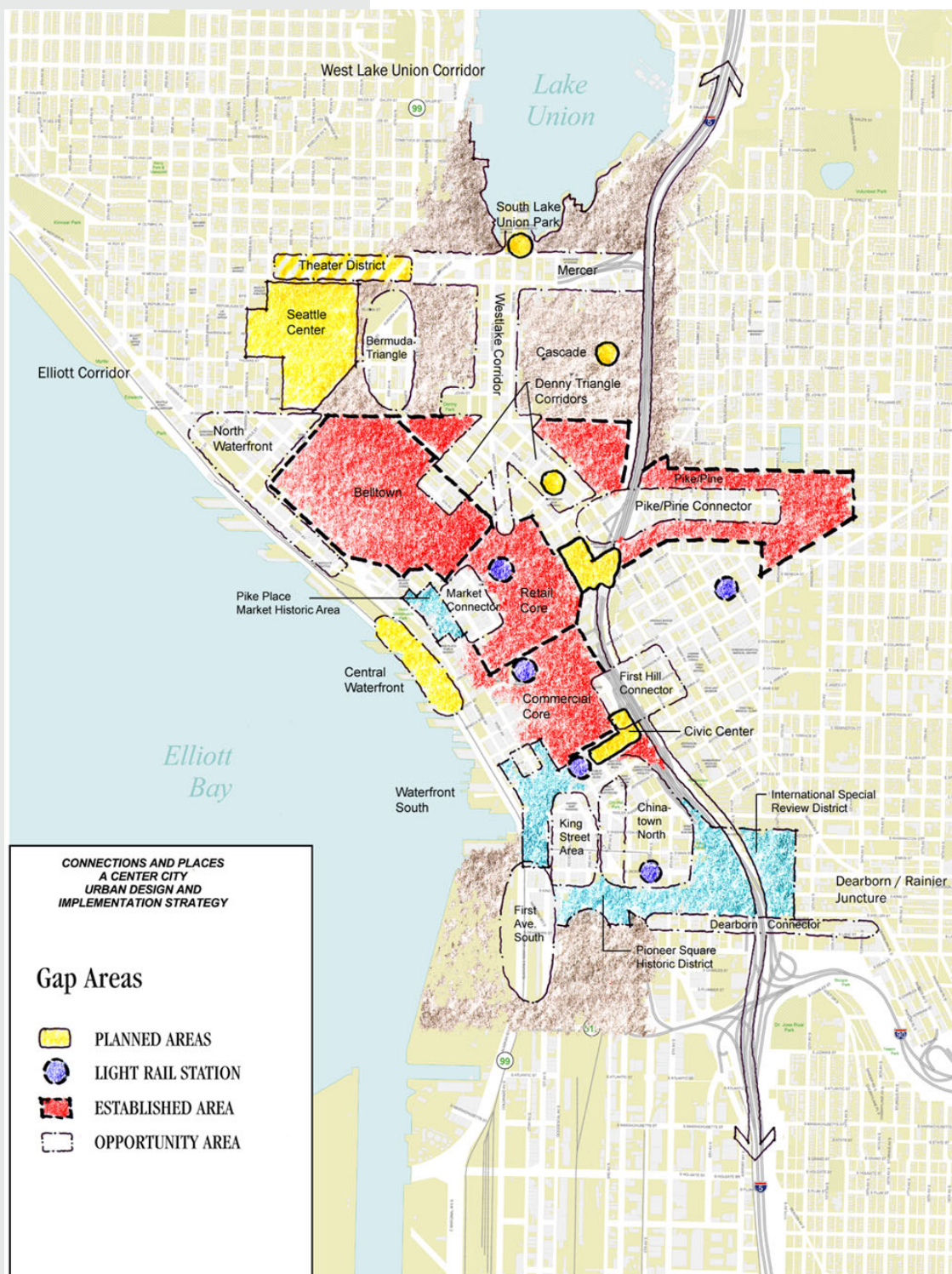
- Public review and comment on Documents 1 & 2 of *The Blue Ring: Connecting Places*
- Mayor and Departmental review and comment
- City Council review/action
- Seek out funding for next phase of work, including the items below
- Phase II of Westlake Avenue Streetscape Design
- Design competition for physical design of The Blue Ring
- Sub-area urban design plans for:
  - First Hill Connector
  - South Lake Union
  - Waterfront "Front Porch"
  - Jackson Street
  - Chinatown/International District
- Identify and map streets for daily, weekly or seasonal temporary closure
- Planning and project coordination with:
  - Regulatory changes proposed by other City departments
  - Major public projects
  - Urban design efforts led by neighborhood and non-profit organizations
  - Center City Wayfinding Project





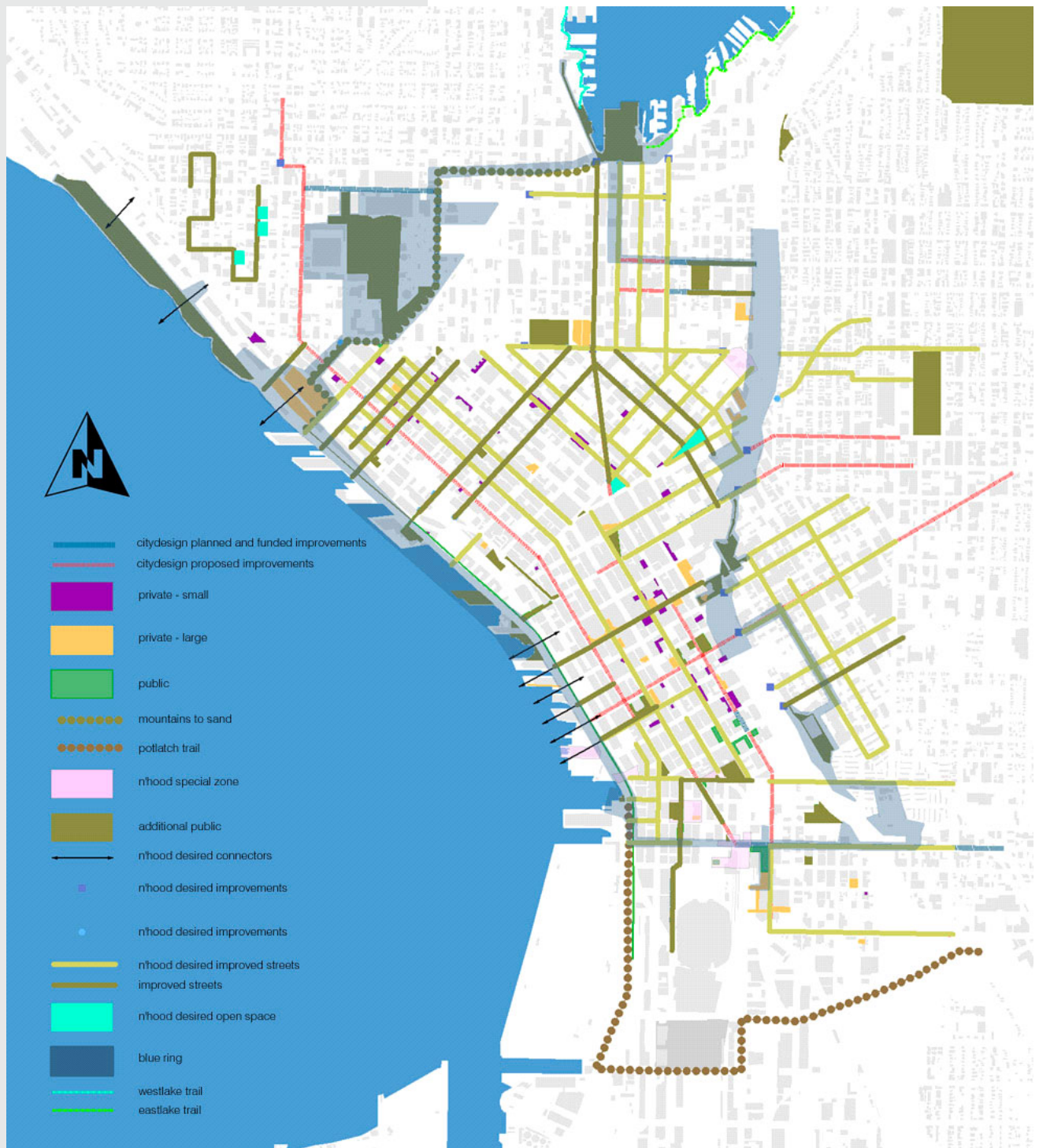


# Appendix A: Background Analysis



## Gap Areas Map

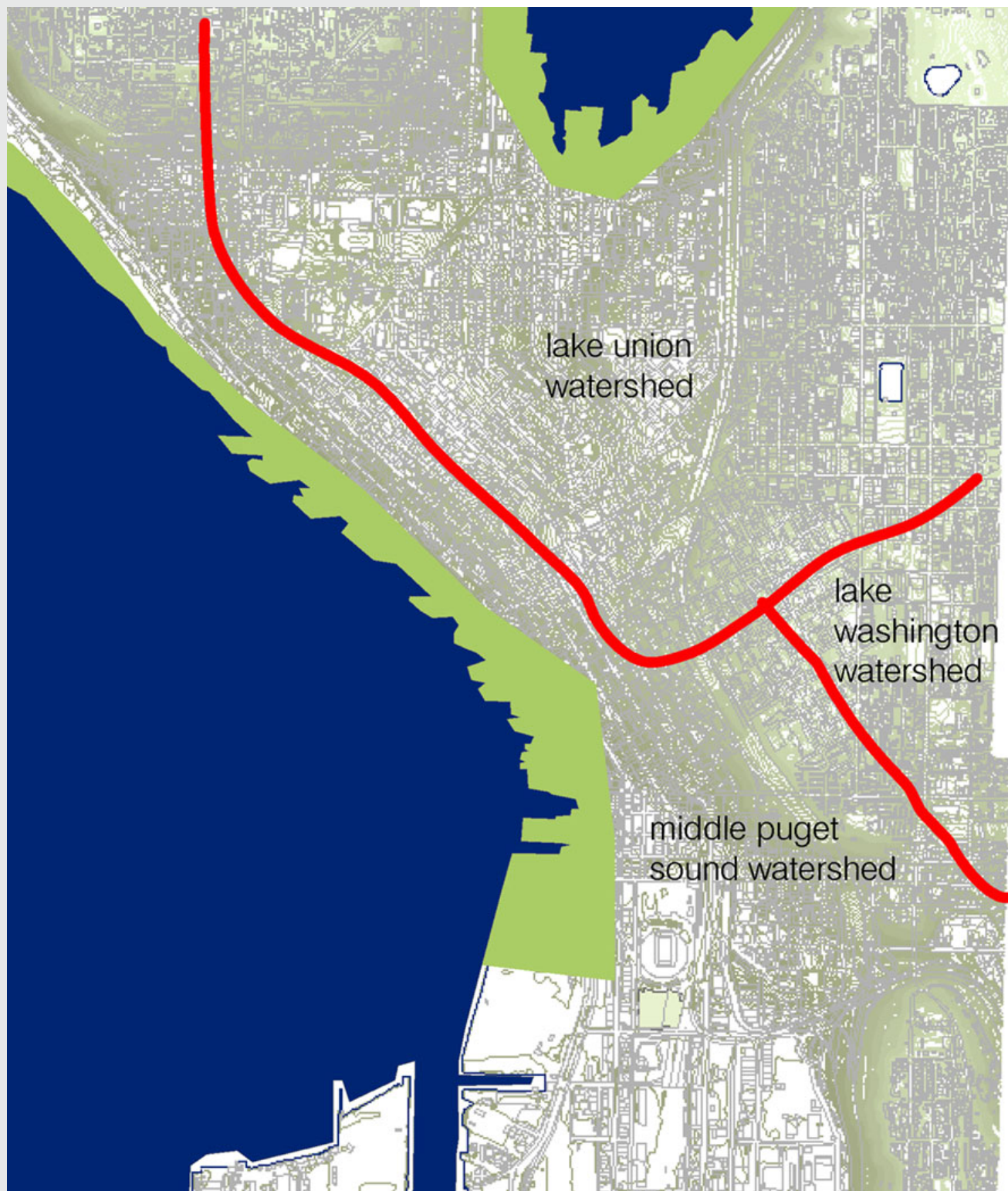
Sub-areas within the Center City needing urban design plans and physical improvements.



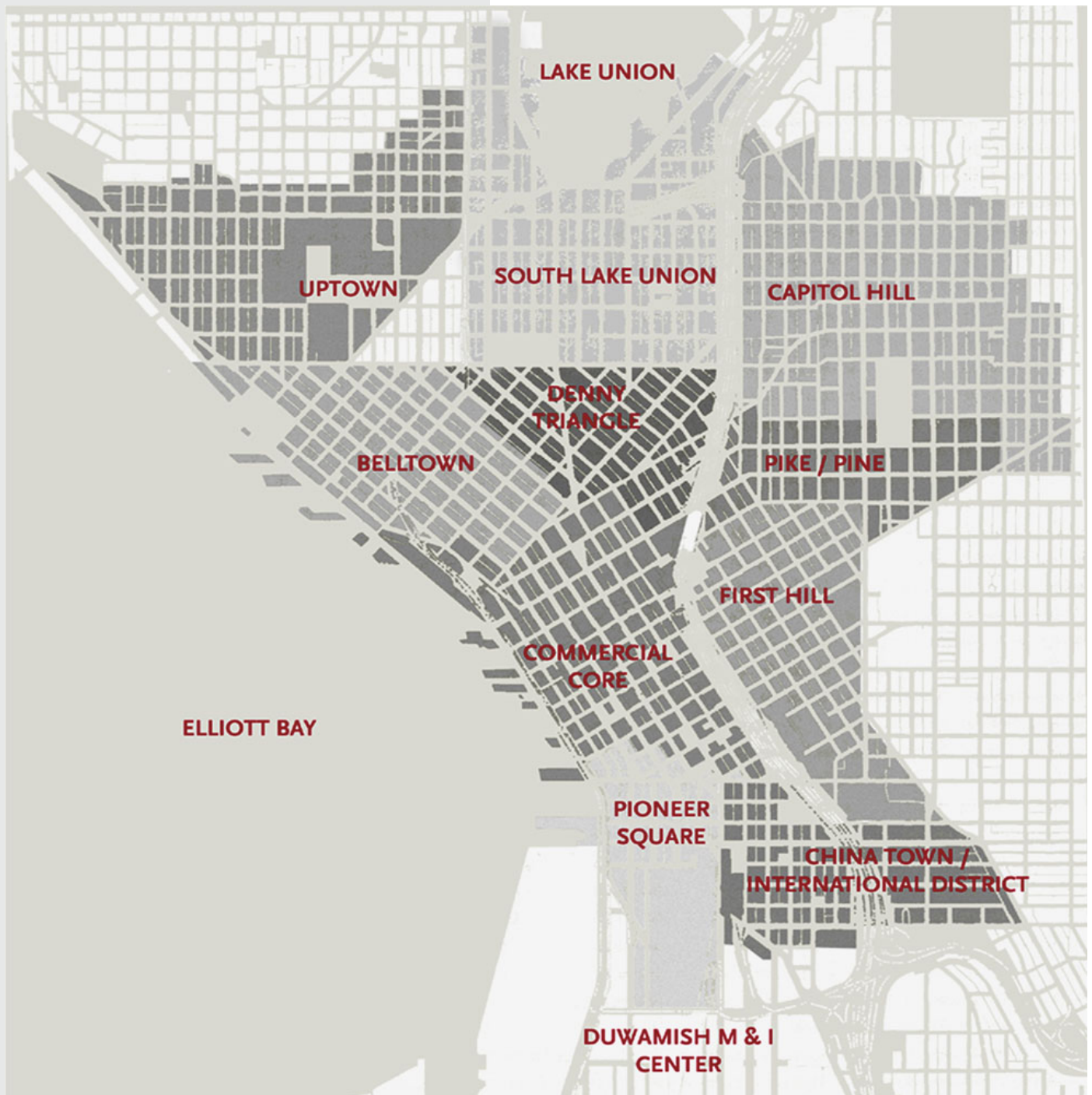
## Power Map

A composite mapping of open space projects proposed by neighborhood plans, City capital improvements and other entities.





Center City Watersheds Map



Center City Neighborhoods Map



## Appendix B: Project Matrices

### BLUE RING PROJECTS

Project	Scope	Lead	Timeline	Status	Estimated Cost
Waterfront “Front Porch” Plan	<ul style="list-style-type: none"> <li>• Design principles</li> <li>• Pedestrian access and open space diagram</li> <li>• Palette of materials and design elements</li> <li>• Concept design for all rights-of-way</li> <li>• Concept design for all public open spaces</li> <li>• Design guidelines for private development</li> <li>• Guidelines for all private open spaces on the water’s edge</li> <li>• Landscaping plan</li> <li>• Public art plan</li> <li>• Plan for sustainable infrastructure and environmentally sensitive construction</li> </ul>	CityDesign		Urban design analysis being conducted by consultant. For viaduct and seawall replacement. The analysis will include a range of possible design alternatives for the Alaskan Way right-of-way.	\$500,000 (plan)
Waterfront Connectors	Designs for: <ul style="list-style-type: none"> <li>• Thomas Street</li> <li>• Broad Street</li> <li>• Pine Street</li> <li>• University Street</li> <li>• Pioneer Square</li> </ul>	CityDesign?			
Lake to Bay Trail (formerly known as the Potlatch Trail)		Seattle Center	An incremental process, spanning many years. Timing will be subject to private development opportunities, public and quasi-public project implementation and funding opportunities.	Pending viaduct EIS, preferred option	

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## BLUE RING PROJECTS (continued)

Project	Scope	Lead	Timeline	Status	Estimated Cost
Jackson Street Urban Design Plan		South Downtown Foundation		Scoping and RFP	
Terry Avenue (SLU)		Vulcan Seattle Trans.		Design alternatives being studied.	
Harrison Green Street	<ul style="list-style-type: none"> <li>Streetscape design</li> <li>Coordination</li> </ul>	CityDesign?		Green Street designation established.	
Cascade Playground	Implement elements of Cascade Playground Master Plan including children's play area, paths and landscaping.	DPR	Planning: 2001 Design: 2002 Construction: 2003 Completion: 2003	Consultant selected	\$515,500
South Lake Union Park	Update of 1991 master plan included: <ul style="list-style-type: none"> <li>Expanded park</li> <li>Maritime heritage center</li> <li>Improved wharf</li> </ul> Refinement of the adopted SLU Park Master Plan Update including: <ul style="list-style-type: none"> <li>schematic designs,</li> <li>implementation plan, and</li> <li>construction documents for selected elements</li> </ul>	DPR		Master plan updated in 2000 Wharf improve-ments underway RFP underway for refinement of master plan	\$28.5 million
Yesler Community Center and Plaza	<ul style="list-style-type: none"> <li>Replace existing facility with a 20,000-sq-ft full-service community center. The new center will provide space for recreational activities, after-school care, teen programs, classes, community meetings and celebrations.</li> <li>Assessment and replacement of low-income rental housing units, the Yesler Terrace property management office and auxiliary facilities. This could include building two to four floors of housing above a portion of the community center, and incorporating the property management office at ground level.</li> </ul>	DPR SHA	2001 Siting 2002 Design 2003 Construction start 2005 Project completion	Consultant selected and design underway	\$3.7 - \$7.4 million (construction cost for the housing portion) \$6.636 million (construction cost for the community center portion)

continued on page 27

## BLUE RING PROJECTS (continued)

Project	Scope	Lead	Timeline	Status	Estimated Cost
First Hill Connector	Streetscape design for: <ul style="list-style-type: none"> <li>• Seneca between 6<sup>th</sup> and 8<sup>th</sup>,</li> <li>• Ninth + Eighth Avenues between Seneca and Yesler (through Harborview Hospital and connection to Yesler Community Center)</li> <li>• Site plan and design for pedestrian connection between Yesler Community Center and Jackson Street between Yesler Way and 9<sup>th</sup>/Spruce</li> </ul>	CityDesign?			
Olympic Sculpture Park	Master Plan and site design	Seattle Art Museum		Design underway	\$30-\$40 million

## CITY CORRIDORS

Project	Scope	Lead	Timeline	Status	Estimated Cost
Westlake Avenue Urban Design Plan	<ul style="list-style-type: none"> <li>• Traffic circulation and parking study</li> <li>• Urban design</li> <li>• Outreach</li> </ul>	CityDesign	Summer-Winter, 2002	Scoping and RFP	\$80,000 (design)
Midtown Circle	<ul style="list-style-type: none"> <li>• Convert site to public open space.</li> <li>• Underground parking.</li> <li>• Revise traffic pattern on surrounding streets</li> </ul>	Private Developer/ Seattle Trans.			

## CENTER CITY CONNECTORS

Project	Scope	Lead	Timeline	Status	Estimated Cost
Pike Street Improve- ments					
Denny Way Urban Design Plan					
Yesler Way Urban Design Plan					

## GREEN STREETS + URBAN TRAILS

Project	Scope	Lead	Timeline	Status	Estimated Cost
Improvements for portions of: Vine Street Cedar Street Terry Avenue 9th Avenue Blanchard Street Occidental Way					
Thomas Street Pedestrian Overpass					
University Street Designation & Plan					
Mountain to Sound Greenway					
Lake to Bay Trail					

## Appendix C: Additional Work on Westlake Avenue Concept Design

Two conceptual design alternatives are proposed for Westlake Avenue in the Denny Trinagle. In each proposal, a transit corridor will be provided in the right-of-way. Space in the cross-section of the Westlake Avenue right-of-way would be reserved for a future rail trolley between Midtown Circle and South Lake Union Park. The two design alternatives are:

**Promenade** – A concept for creating an active sidewalk environment along Westlake Avenue with street vending, café seating, sidewalk retail and other pedestrian uses. The sidewalk on the east side of Westlake Avenue will be widened. Priority will be given to pedestrians and rail transit. Vehicular traffic will be limited to slow two-way traffic (one lane in each direction) and on-street parking limited to enable vehicular access to retail, residential and commercial uses along street. Simplified intersections along Westlake Ave. will improve pedestrian crossing and traffic flow. Design features to minimize through-traffic. Traffic flow, speed and sharing of right-of-way by pedestrians and vehicles will be similar to Pike Place. Portions of the Westlake Avenue right-of-way may be closed on a daily, weekly or seasonal basis for special events and neighborhood activities.

**Park Blocks** – A concept for converting the Westlake Avenue right-of-way to park blocks. Traffic circulation will be shifted back to the city grid that Westlake Avenue cuts through at a diagonal. Vehicular traffic and parking, except for emergency vehicles, will no longer be allowed along Westlake Avenue between Olive Way and Denny Way. Traffic circulation will remain on the streets crossing Westlake Avenue.

## Westlake Gardens: Urban Watershed as Urban Flow

*Westlake Gardens: Urban Watershed as Urban Flow* highlights the hybrid and changing nature of Seattle's urban landscape by expressing the performative aspect of social and ecological processes. A layering of multiple urban flows yields a beautiful infrastructure of streets, water, parks, lights, and people, all spilling down to Lake Union. The project weaves together local influences of watershed ecosystems, sustainable technologies, and culture to yield a richly layered place responsive to Seattle's unique topography, weather, and water bodies.

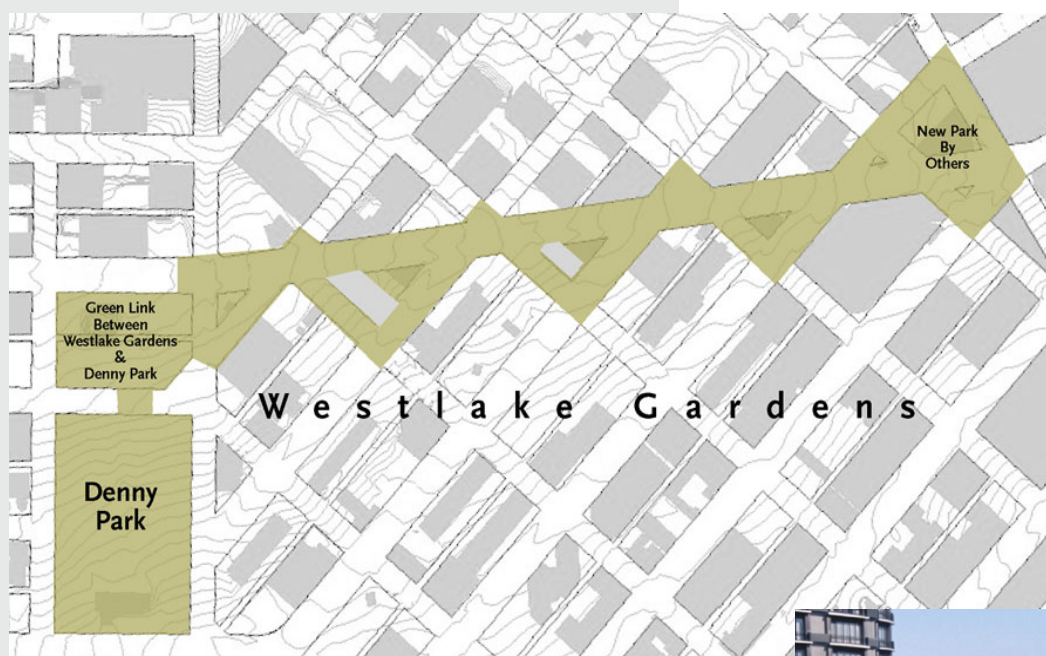
Physically, Westlake Avenue is a wide, dysfunctional street that cuts across the regular pattern of the urban street grid; it is also the low point of the area, resembling an abandoned stream bed that once drained to Lake Union. Applying a new typology of the street as urban watershed, the design demonstrates both poetic and functional ways to capture, reveal, use, and treat water. The project expresses an aesthetic of rain to animate, connect, and dramatize both landscape and built forms, providing:

- an experience of water's flow, color, texture, light, and sound
- an urban laboratory for sustainable design
- an integrated system of architecture and landscape that slows and reveals water, including eco-roofs; architectural downspouts/siding/cascades; cisterns; streams; ponds; and wetlands
- irrigation of shared landscapes
- support for wildlife habitat
- a means of educating people of all ages about urban water flows

Finally, the project draws people out into the streets with a diverse promenade and series of outdoor rooms. The open space can be conceived as a stage set for activities and acts as a theater to engage the pedestrian. By unifying nature, culture, and technology, *Westlake Gardens: Urban Watershed as Urban Flow* immerses people in an aesthetic expression of the complex systems that make up our urban ecology.



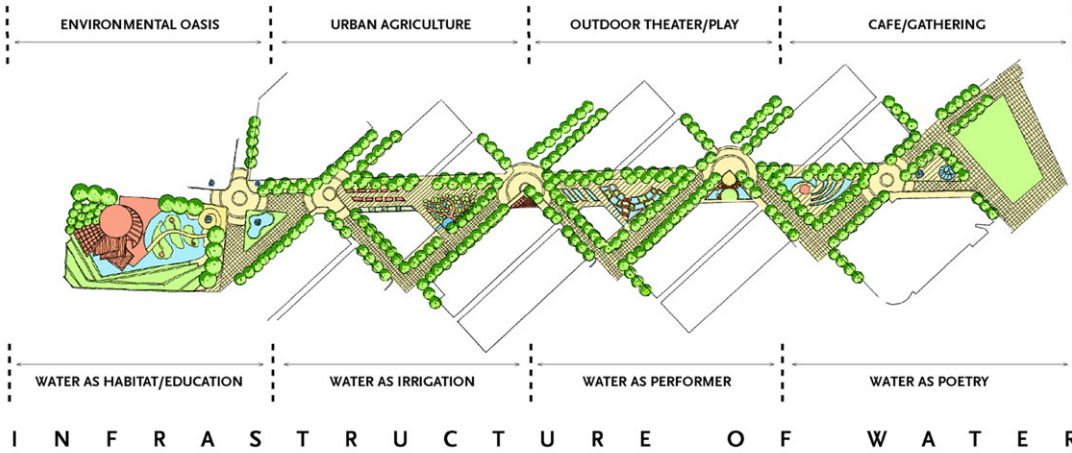




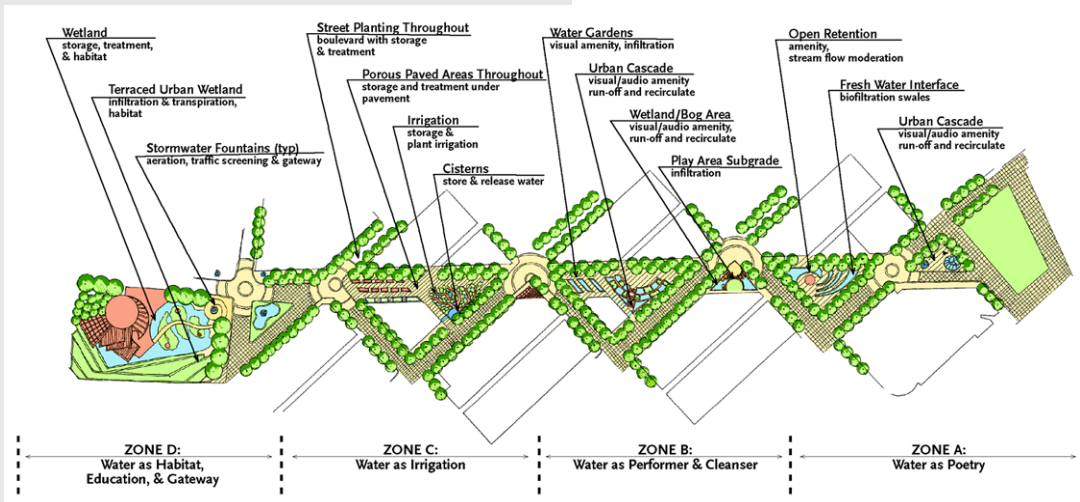
## Park and Green Space Connections



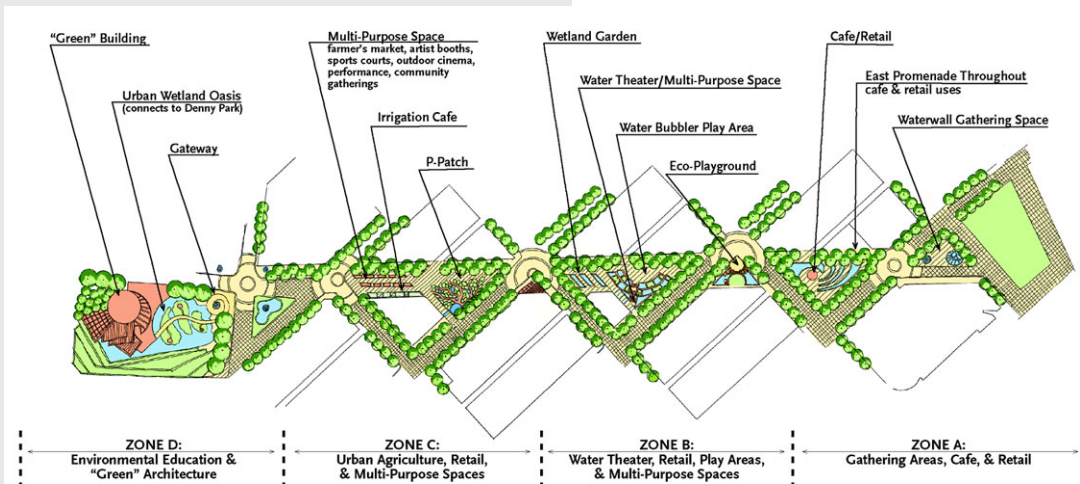
## OUTDOOR ROOMS AND ACTIVITY AREAS



Outdoor Rooms and Infrastructure of Water



Infrastructure of Water Defines Place



Outdoor Rooms and Activities Bring People into the Streets



## Appendix D: Background for City Policies related to Blue Ring Streets

City policies affect various elements of the street environment, including both the public space of the street right-of-way and the street frontage of development on abutting properties.

### Policies affecting public street right-of-way.

- **Street Use Ordinance.** Provisions of the street use ordinance address policies regarding use of public street space. This ordinance regulates temporary encroachments within the street right-of-way, such as seating for outdoor cafes, awnings, overhead signs, canopies, and marquees, as well as permanent structural overhangs—features like bay windows and balconies.
- **Street Vacation Policies.** Actions that involve the closure of public rights-of-way or transfer of street space from public to private use are guided by the City's street vacation policies. In addition to a full right-of-way vacation, vacations may be limited to the portion of the right-of-way below or above street level.
- **Street Classifications.** A variety of street classifications are employed to indicate a street's intended function within the context of the larger transportation network. The Seattle Comprehensive Transportation Program (SCTP) includes street classification maps identifying the vehicular operation characteristics of streets throughout the city. These classifications, which reflect the volume and speed of traffic to be accommodated on different types streets, guide street

design standards regarding right-of-way widths, sidewalk and vehicle lane widths, curb radii, street lighting, average grade, pavement design, and other features.

In Downtown, each street has three classifications addressing general vehicle traffic, transit use, and pedestrian functions of the street. In addition to guiding the operational characteristics of the street, these classifications are also coordinated with Downtown zoning regulations, setting certain requirements and guidelines for development on abutting properties, such as street level setbacks to widen sidewalk space, limits on curbcuts, streetwall setbacks, and the siting of public amenities provided for a floor area bonus.

- **Director's Rules.** Additional guidance for specific types of street design is provided in Director's Rules, such as the Director's Rule establishing Design Guidelines/Implementation Process for Designated Green Streets.
- **Street Tree Plan.** The City Arborist maintains a plan for providing street trees on city streets.

## Policies affecting development frontage on the street

- **Downtown.** Downtown zoning influences the character of the street environment primarily by regulating development on properties abutting the street. Development standards address minimum sidewalk widths, street façade heights, setbacks from the street— both at and above street level— transparency and blank walls along street frontages, the location and screening of parking, the location of curbcuts for vehicle access, and street landscaping. Certain types of pedestrian-oriented uses are required at street level along designated street frontages, and overhead weather protection is required when such uses are provided for a floor area bonus.
- **Commercial Areas.** Commercial zones outside of downtown also include provisions guiding how development addresses the street. In commercial zones there are general screening and landscaping requirements, and in neighborhood commercial zones, parking is required to be screened from the street by locating it either inside or behind structures built close to the street. Several commercial areas in the Center City are also designated as pedestrian zones, including portions of 10<sup>th</sup> Avenue, Boren Avenue, Boylston Avenue, Broadway, Madison Street, East Olive Way, East Pike Street, First Avenue North, Mercer Street, Queen Anne Avenue North, Roy Street, Summit Avenue and Terry Avenue. This designation works as an overlay with special provisions supplementing the base zoning, including street level use requirements, reductions in required parking, restrictions on the location of parking, and limits on blank facades.
- **Seattle Cascade Mixed.** This zone, which only applies to a portion of South Lake Union, has provisions similar to those in Downtown zones, with street classifications guiding development standards for façade heights and setbacks, screening and landscaping, and parking location and access and curbcuts.
- **Multifamily Areas.** In multifamily zones, the relationship between development and the street is primarily addressed through provisions for setbacks, street landscaping, restrictions on curbcuts/parking access, and requirements to locate parking either within or behind a structure to screen it from the street.
- **Industrial Areas.** Provisions addressing the street environment are primarily limited to screening and landscaping requirements.

# Appendix E: Background for Development Incentives and Regulatory Changes

The following is a summary of development regulations and incentives currently in place in Center City zones to address the need for open space generated by new development.

## Downtown Zones

### REQUIREMENTS

- **Non-residential use.** In downtown zones, projects exceeding 85,000 square feet of office space are required to provide open space for the use of project occupants. The amount of open space required is 20 square feet for every 1,000 square feet of office space. The open space may be for the private use of building occupants, but open space provided for general public use may be eligible for a floor area bonus. This requirement only applies to office use; other commercial uses, such as retail or hotel, are not required to provide open space.
- **Residential Use.** Residential projects with more than 20 units are required to provide common recreation area in an amount equivalent to 5 percent of a project's total floor area in residential use. While all required area must be available for the common use of building occupants, up to 50 percent of the required area may be interior space. Projects abutting Green Streets, or in the Denny Triangle near a Green Street, may satisfy up to 50 percent of the requirement through Green Street improvements.

### INCENTIVES

- **Floor Area Bonuses.** Commercial projects in most downtown zones can increase permitted floor area up to specified amounts through bonuses for providing certain open space features, including plazas, parcel parks, setbacks along certain Green Streets, and hillside terraces. Projects making improvements to Green Street rights-of-way can also gain additional floor area. Provisions in both the Downtown Code and a Director's Rule specify locations where specific open space features are eligible for such bonuses and provide standards and guidelines for the design of open space features.
- **Open Space TDR.** Increasing commercial floor area above base density limits can also be achieved in most downtown zones through the purchase and transfer of development rights from eligible public open space sites. Under this approach, developers need not provide the open space on their project site, but instead can acquire development rights from public open space sites at another location and "transfer" them to their site to increase project floor area within the limits allowed.
- **Contributions to TDC Amenity Credit Fund.** Within the Denny Triangle, residential or mixed use projects participating in the transfer of development credits (TDC) program can gain additional height if they provide public amenities like open space or Green Street improvements, or contribute to a fund to be used to provide such amenities in the neighborhood.

## Commercial Zones

### REQUIREMENTS

- **Non-residential use.** Other than limited landscaping requirements for screening under specific conditions, there are no open space requirements for non-residential uses in commercial zones.
- **Residential use.** Residential and mixed use projects developed in commercial zones are required to provide usable open space at an amount equivalent to 20 percent of the total project floor area in residential use. The open space is intended for the use of project occupants and is not required to be available for general public use.

### INCENTIVES

None

## Multifamily zones

### REQUIREMENTS

Each of the multifamily zone classifications includes requirements for usable open space. The requirements vary by zone and by housing type—ground related housing is typically required to provide a minimum amount of private open space on a per unit basis, while apartments are required to provide a percentage of the lot area—ranging from 30 to 50 percent—as usable open space at ground level. In some zones, the requirement is a combination of the per unit and lot area percentage requirements. Typically, the percentage of open space required at ground level for apartments can be reduced by a limited amount providing space above grade in the form of decks, balconies, and roof gardens. There are also requirements for landscaped area, which also can count towards the usable open space requirement if specified standards are met.

### INCENTIVES

Only the Highrise Multifamily zone provides an incentive to develop public open space. Within the Center City, the Highrise zone only applies to portions of First Hill. Projects in this zone can add up to 40 feet of height above the 160 foot base height limit if landscaped public open space is provided on site or in the immediate vicinity.



## Industrial zones

### REQUIREMENTS

Except for landscaping requirements for certain uses or under limited conditions, there are no open space requirements for industrial zones. Most industrial areas in the Center City are zoned IC, which applies to portions of South Lake Union, Elliott Avenue/Interbay, South Downtown and the eastern portion of the International District.

### INCENTIVES

None

## Shoreline Environments

Within the Center City, the Shoreline Districts along Elliott Bay and Lake Union are subject to the regulations and development standards of the shoreline overlay environments established under the Seattle Shoreline Master Program. These provisions address public access—both visual and physical—to shoreline areas, and in some instances may limit open space/recreation use in shoreline areas. Shoreline environments in the Center City include: Conservancy Management (CM), Conservancy Navigation (CN), Conservancy Waterway (CW), Urban General (UG), Urban Stable (US), Urban Harborfront (UH), Urban Industrial (UI), and Urban Maritime (UM).

## Major Institution Overlay Districts

A number of major institutions are located in the Center City, particularly on First Hill. These include Virginia Mason Medical Center, Swedish Hospital Medical Center, Harborview Medical Center, Seattle Central Community College and Seattle University. Issues related to the size and location of open space, view corridors, landscaping, and pedestrian circulation are addressed through the master plan process established for major institutions.

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Center City Neighborhoods

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- Chinatown/International District
- Commercial Core
- Denny Triangle
- First Hill
- Pike/Pine
- Pioneer Square
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- Uptown

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